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Re: Pacific Los Angeles Marine Terminal Draft Title V Permit

Dear Sirs,

We are writing with comments on the draft Title V permit for Pacific Los Angeles Marine Terminal, because of the nature of this very large Pier 400 expansion project, and the major associated emissions. Neighbors have testified and submitted comments and voiced strong concern for many years about health damage due to increased pollution from this project, and heavy cumulative impacts. They have identified mitigation still not included. On behalf of CBE members in Wilmington and other areas, and in support of additional neighbors who have asked for help evaluating this project, we are submitting this letter. CBE also previously submitted comments.¹ This project is a major additional burden for local, pre-dominantly Latino, communities. Mitigation measures and required Clean Air Act protections are not in place.

The project has been found to increase toxics and significantly increase criteria pollutant air emissions, including VOCs and NOx, which are ozone precursors, PM10, and SOx, which along with NOx, is a precursor to PM2.5. These emissions will have serious health impacts on neighbors. This fact is also especially alarming given the fact that the South Coast Air Basin has **no SIP-approved plan for attainment of the PM2.5 standards or and failed to meet the 1-hour ozone standard.**

There are many aspects of this vast expansion that cause increased impacts, including increased trucking, risks of spills and accidents, and air emissions. **Now that the AQMD is developing the air permit, we wish to focus in this letter on a major air impact that must be addressed -- electrification of ship power while in port.** We believe there is an error in the draft Title V permit in accepting the facility's proposal to

¹ See, e.g., Shana Lazerow, Communities for a Better Environment, April 13, 2008, comments to U.S. Army Corps of Engineers re: Pacific L.A. Marine Terminal LLC Crude Oil Terminal Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (Draft SEIS/SEIR).

carry out a low percentage of electrification stretched over a long period of time, with the majority of vessels burn polluting fuel in port.

It is undisputed that fuels used by ships in port are a major source of smog precursors, highly toxic air contaminants, and greenhouse gases. The Ports' Clean Air Action Plan and the California Air Resources Board have articulated a clear goal of electrifying ship power while in port or using other technologies to achieve equivalent reductions over the next ten years. It is unwise to proceed with a project that will likely operate far into the future that ignores this objective.

Ship electrification is BACT (Best Available Control Technology). Ship electrification is actually an old technology used on many kinds of ships, including the U.S. Navy, now including the BP oil tanker at the Long Beach facility, and which the State will be requiring for tankers in general. According to the AQMD's New Source Review Definitions, BACT is the most stringent of the following options:

- (1) has been achieved in practice for such category or class of source; or
- (2) is contained in any state implementation plan (SIP) approved by the United States Environmental Protection Agency (EPA) for such category or class of source. A specific limitation or control technique shall not apply if the owner or operator of the proposed source demonstrates to the satisfaction of the Executive Officer or designee that such limitation or control technique is not presently achievable; or
- (3) is any other emission limitation or control technique, found by the Executive Officer or designee to be technologically feasible for such class or category of sources or for a specific source, and cost-effective as compared to measures as listed in the Air Quality Management Plan (AQMP) or rules adopted by the District Governing Board.

Rule 1302(h). Ship electrification clearly meets definition (1) above. Since electrification is BACT, it is required to be implemented for all ships hotelling at this large facility, which is a new source of pollution.

The Title V Permit must be modified to include requirements that electrification be used instead of diesel power during hotelling for all ships involved in this project. Thank you for your attention to this key issue.

Sincerely,

/s/

Julia May
Senior Scientist

/s/

Maya Golden-Krasner
Staff Attorney